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SECURITY INFORMATION
CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT

50X1-HUM

REPORT

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1. A conference of the Technical Shipbuilding Committee was held in Rostock on
27 September 1951 in order to clarify and collate the aims of the General-
direktion Schifffahrt (GDS) (Directorate General of Shipping).

50X1-HUM

3. The main items under discussion were the following:

- a. Salvage ship (Pumpschiff)

The deck plans and other construction plans concerning this type of
vessel (for salvage work) are well advanced.

50X1-HUM

- b. 500 h.p. icebreaker

The plan for the icebreaker was handed over to the Rosslauer Schiffswerft
on 15 September 1951.

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50X1-HUM

CENTRAL INTELLIGENCE AGENCY

-2-

c. 225 h.p. icebreaker

The plans for the icebreaker of 225 h.p. were handed over as decided at the Technical Committee Meeting in Rostock(sic). Final delivery date: 31 October 1951.

d. Tugs and tender for dredging operations (Bugsier und Schlepper)

- 1) It was agreed that these should be equipped with steam engines of 300 h.p.
- 2) An extra load of at least 10% must be guaranteed for the steam engine.
- 3) In constructing these tugs it must be borne in mind that the bows will have to be built in such a way as to enable the vessel to be used as an icebreaker.
- 4) GDS hopes that the tugs for dredging which are being taken over by the Staatswerft, Rostensee, from Übigau* will be delivered in the first quarter of 1952. This time limit will have to be altered, however, as the engines apparently cannot be delivered before July 1952.

e. Buoy and pilot tender (Seezeichen-Bereisungsboot) 10 x 4 x 1.5 (meters)

- 1) This vessel and two pilot ships (Seezeichen-Kontrollschiffe) will be built according to the same design. They are to be 10 m. long and 4 m. wide and to have a draft of 1.5 m.
- 2) GDS desires Maschinenfabrik Dackau-Wolf (B.W.) (SAG AMO) engines, type 6 DV 224 = 150 h.p., 750 rpm. These should be available this year.
- 3) The construction specifications and designs will be produced by the GDS.

f. Harbor fire-brigade ship (Feuerschiff)

Since [] the need for equipment for this ship is not apparent to RFT and others, the matter will be postponed till the end of 1952.

50X1-HUM

g. Buoy-laying ship, or mooring lighter (Tonnenleger)

- 1) The sketches for this vessel are to be submitted to GDS as soon as possible for approval.
- 2) Comrade Theremin is to give precise details of the construction up to 15 October 1951.

h. Icebreaker salvage vessel (Eisbrecher und Bergungsschlepper)

- 1) This will be designed as a twin-screw vessel with a total power of 1,000 h.p., Dackau-Wolf (B.W.) engines, 6 DV 148.
- 2) The vessel will have an auxiliary diesel engine 2 x AR 42, 12 kw, 2 diesel 100 h.p., B.W., 4 DV 224.

i. Lifeboats (Motorrettungsboote)

GDS wishes the lifeboats to be equipped with an engine type EM (H 3A), with 120 h.p. maximum performance and 90 h.p. at cruising speed and with a gear reduction 1:2.

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 CENTRAL INTELLIGENCE AGENCY

50X1-HUM

-3-

j. Notes:

- 1) GDS gives the following order of priority for delivery:
 - a) Tugs
 - b) Pilot and coastal defense vessel
 - c) Buoy-laying ship
 - d) Fire-brigade ship
 - e) Salvage ship
- 2) Comrade Theremin is going to give the written order for the execution of the entire program of the GDS "technical" fleet to the VVW, Abteilung Absatz (sales division).

k. Transport fleet (Transportflotte)

- 1) Provision lighter (700 tons)
 - a) Engine to be of 400 h.p., 275 rpm, type R 6 DV 148 from Buckau-Wolf, auxiliary engine, IRA 43.
 - b) To operate on the upper Elbe and also in coastal lagoons.
 - c) Speed in calm, deep water with draft of 1.40 m. to be 14 km/h.
- 2) Provision lighter (450 tons)
 - a) This vessel will be constructed according to the general dimensions of the large Saale river type (Grosssaalemass) self-propelled craft, but with the reservation that the width should not exceed 6.20 m.
 - b) A 250 h.p. engine will be supplied by Buckau-Wolf.
 - c) Other equipment will be like that of the 700 ton lighter.
- 3) Amanda type towboats
 - a) The design for the towboats (Schleppschiffe) of the Amanda type is to be the same as that for the HSVA towing vessel.
 - b) It is not planned to convert the vessel into a non-self-propelled craft at any future date.
 - c) DSU intends to construct some of these vessels as tankers for diesel and gas in 1953.
- 4) Steam-tugs
 - a) GDS has approved in principle two steam tugs of 225 h.p. in accordance with the "Export-Poland" plan, but insists that they should not have a draft of more than 1.40 m. In addition, they must be constructed in such a way that they could be used as icebreakers. A water ballast tank (Trimmtank) is to be installed with this in view.

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50X1-HUM

CENTRAL INTELLIGENCE AGENCY

-4-

5) Light tug

DSU and GDS have expressed the wish that VVW should develop a light tug with a shallow draft for use on the upper and middle Elbe.

6) Steam-tug with two engines of 225 h.p. each

a) GDS will not permit the use of the VVW Kobt-Karlshorst plan for a 500 h.p. icebreaker, as it has a draft of 1.50 m. GDS requires a draft of not more than 1.10 m. The vessel is to be used as a long-distance tug, operating along the upper Elbe and coastal lagoons and inlets.

b) A new construction plan is required for this tug.

7) Paddle-wheel tug with two engines of 150 h.p. each

Maximum draft to be 1.10 m. GDS has asked to see the preliminary plans.

8) Towboats 75 h.p. (Stossboote)

Comrade Lerche to give the Volkswerft Ernst Thälmann, Brandenburg, a description of the construction by 5 October 1951.

9) Before the orders for the various vessels for the transport fleet are given, GDS will get VVW to have them approved by DSU by 1 October 1951.

Comment: Not further identified. Possibly DAMAP VEB Steam Engine Factory, Ubigau.

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